25X1

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 28 November 1952

SUBJECT DAZ Automobile Plant in Dnepropetrovsk

NO. OF PAGES 3

PLACE ACQUIRED

25X1

NO. OF ENCLS 2 (6 pages) (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

25X1

1. The **Dnepropetrovskiy Avto Zavod imeni Molotova (DAZ)** (Molotov Automobile Plant in Dnepropetrovsk) was about 4 km south of Dnepropetrovsk, Ukrainian S.S.R., on an important highway, which, [redacted] was Karl-Liebknecht Street. Streetcar line No 12 ran on this street. Between 1946 and 1948, PWs built a detour of the streetcar line and of the road, which was asphalted and was 7 to 8 meters wide. The detour led from the northern entrance of the plant southward along the eastern side to the residential and industrial area. Northwest of the plant was a small airfield. The plant had two spur tracks to the railroad line which came from Dnepropetrovsk and ran southward to the Uzel railroad station. Transportation facilities of the plant included two shunting locomotives, various T-34 chassis used as prime movers, and trucks from a **Central Automobile Transportation Office (ATK)**. *

25X1

25X1

25X1

2. [redacted] the plant was built on the foundations of an installation which had existed on the same site before the war. [redacted] the previous installation had been built in 1939-1940. The old plant was demolished by the Russians prior to the German occupation. Part of the plant was rebuilt by the Germans and was used as an **army** motor pool or, [redacted] as an aircraft repair plant. The installation was again destroyed when the Germans retreated. The reconstruction of the plant as an automobile plant was started in 1945 under the direction of the Yuzhavtostroy Trust. The chassis department, the repair forge, the repair foundry, and a small boiler house were the first installations completed and put into operation. The tool shop, the wheel shop, the experimental department and the wood-working department were put into operation by May 1950. The new forge, the rubber factory, the pressing and punching shop, and the power plant were almost ready for operation in May 1950. An engine department, a gear department, and a foundry were still under construction at that time. The first part of the construction was scheduled to be completed by 1950 and the entire building project was scheduled to be completed by 1955. The plant was equipped with many machines dismantled in German automobile plants, including the Autounion Plant in Zwickau (N 51/K 34), the Autounion Plant in Chemnitz (N 51/K 66), the Opel Plant in Brandenburg (N 53/Z 23), and the Daimler-Benz Plant in Berlin-Oberschoeneweide.

CLASSIFICATION CONFIDENTIAL

STATE	X	X	NAVY	X	X	NSRB		DISTRIBUTION											
ARMY	# X	X	AIR	# X	X	FBI													

3. The fenced-in plant covered an area of 1,500 x 1,000 meters. The plant departments, some of which were in operation and some of which were still under construction, included 2 foundries, 2 forges, 1 tool shop, 1 gear department, 1 pressing and punching shop, 1 wheel department, 1 assembly department, 1 rubber department, 1 heating station, 1 power plant and 1 wood-working department. Until May 1952, power was supplied through a transformer station from a large hydro-electric plant in Zaporozhe (47°49'N/35°11'E). The plant-owned power station was scheduled to start operation at half capacity in the summer of 1950. Power failures were not observed. ***

4. In 1947 and 1948, four automobile types were developed in the plant, including a conventional truck model, a dump truck model, a crane truck model, and a semi-trailer model. Two features of the truck models were a shortened ZIS-chassis and a differential made of Soviet and American-type components. A small-scale production of crane components and the mounting of cranes on trucks, which were supplied from outside plants, started in the second half of 1947. Dump bodies, with a capacity of 2.5 to 3 tons, were observed being mounted on trucks from 1949 to May 1950. The cranes were mounted on a turntable and had a carrying capacity of 3 to 3.5 tons. The crane transmission was coupled to the truck engine. During the summer of 1949, attempts were made to reproduce US-made amphibian trucks. The existing models had three axles and carried 22 men, including the driver. They had two screw propellers at the rear. The trucks developed 60 to 70 km-h on land. Some changes were made on the engine to increase the speed on water. The tests were successfully completed by August 1949.

25X1 [redacted] the production actually started at that time because the connecting door between the amphibian truck department and the truck testing department was walled up in autumn 1949. Rims and chassis components for outside plants were also produced in this plant. In late 1949, the first trucks equipped with dump bodies and cranes were produced under the designation Ukrainets. The dump bodies and cranes were mounted on trucks supplied from outside plants. The plant was scheduled to start producing complete trucks in 1951. Because of the shortage of component parts and trucks the production rate varied considerably.

25X1 [redacted] 20 to 25 crane trucks were produced daily in late 1949 and in early 1950. This information agrees with the daily production of 25 crane jibs and the daily supply of 25 gear wheel rims (Zahnkraenzen) for the construction of cranes which was reported by the other sources. Dump trucks were also produced, starting in mid-1949 with an initial production of 10 units monthly. The monthly production was said to have been increased to 1,000 Ukrainets-type trucks by 1950.

5. Trucks equipped with cabs and engines, but without boxes, were supplied by the Ural-ZIS Plant and by a Moscow ZIS Plant. Iron sections for the construction of cranes were delivered by the Molotov Rolling Mill in Dnepropetrovsk.

6. The executive personnel of the plant included plant manager Dimonovskiy (fnu); chief engineer Ponomarenko (fnu); the manager of the Technical Office, engineer Kunikov (fnu); the manager of the chassis department, chief engineer Borikov (fnu); the manager for plant construction projects, engineer Pekhlin (fnu); and the manager for the installation of machinery, engineer Katzmann (fnu). In early 1950, there were 4,000 to 5,000 employees in the production departments of the plant working in three 8-hour shifts. After its completion, the plant is scheduled to have 10,000 employees.

ILLEGIB

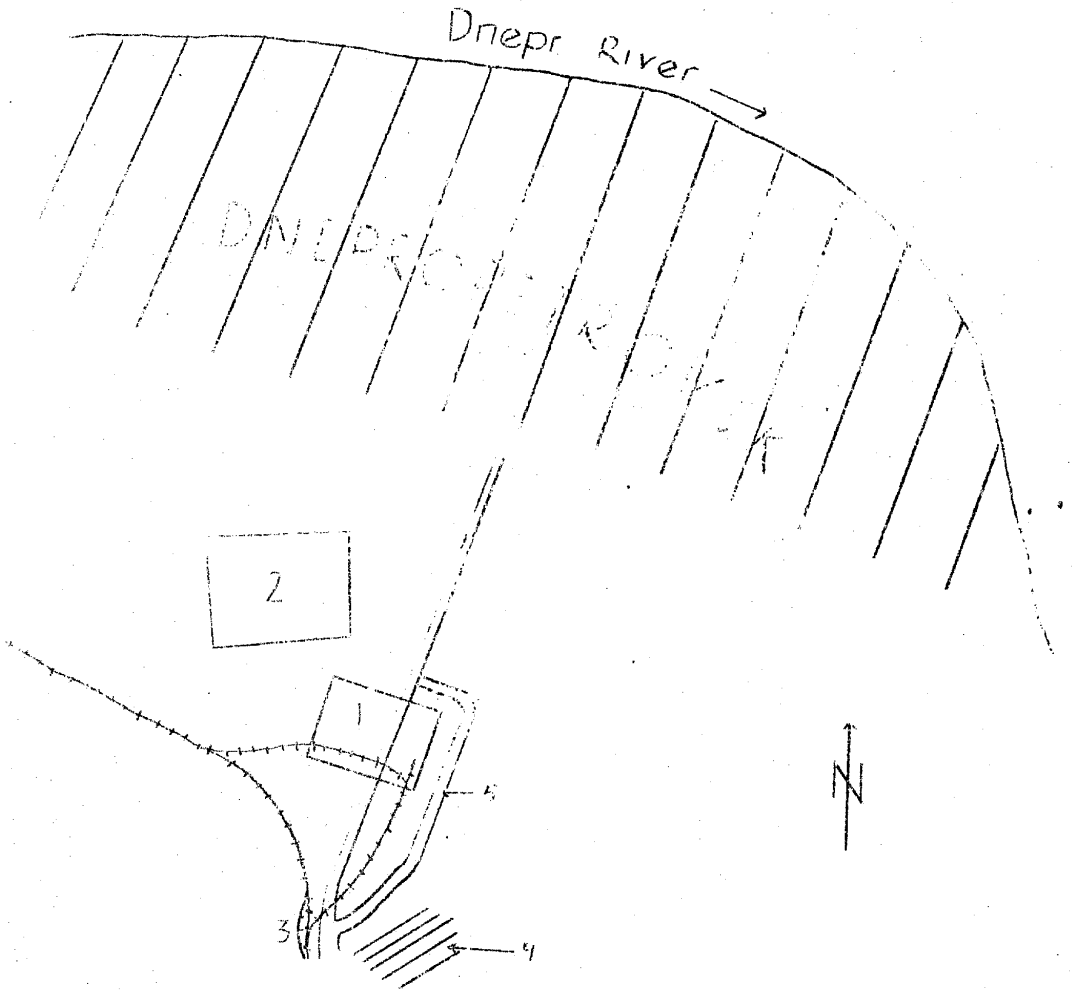
[redacted]

25X1 * [redacted] Comment. For the location sketch of the DAZ Automobile Plant,
25X1 [redacted] The name Uzel means railroad junction.

25X1 ** [redacted] Comment. For layout sketch of the DAZ Automobile Plant, [redacted] 25X1
25X1 [redacted]

25X1

Location Sketch of the DAZ Automobile Plant in Dnepropetrovsk



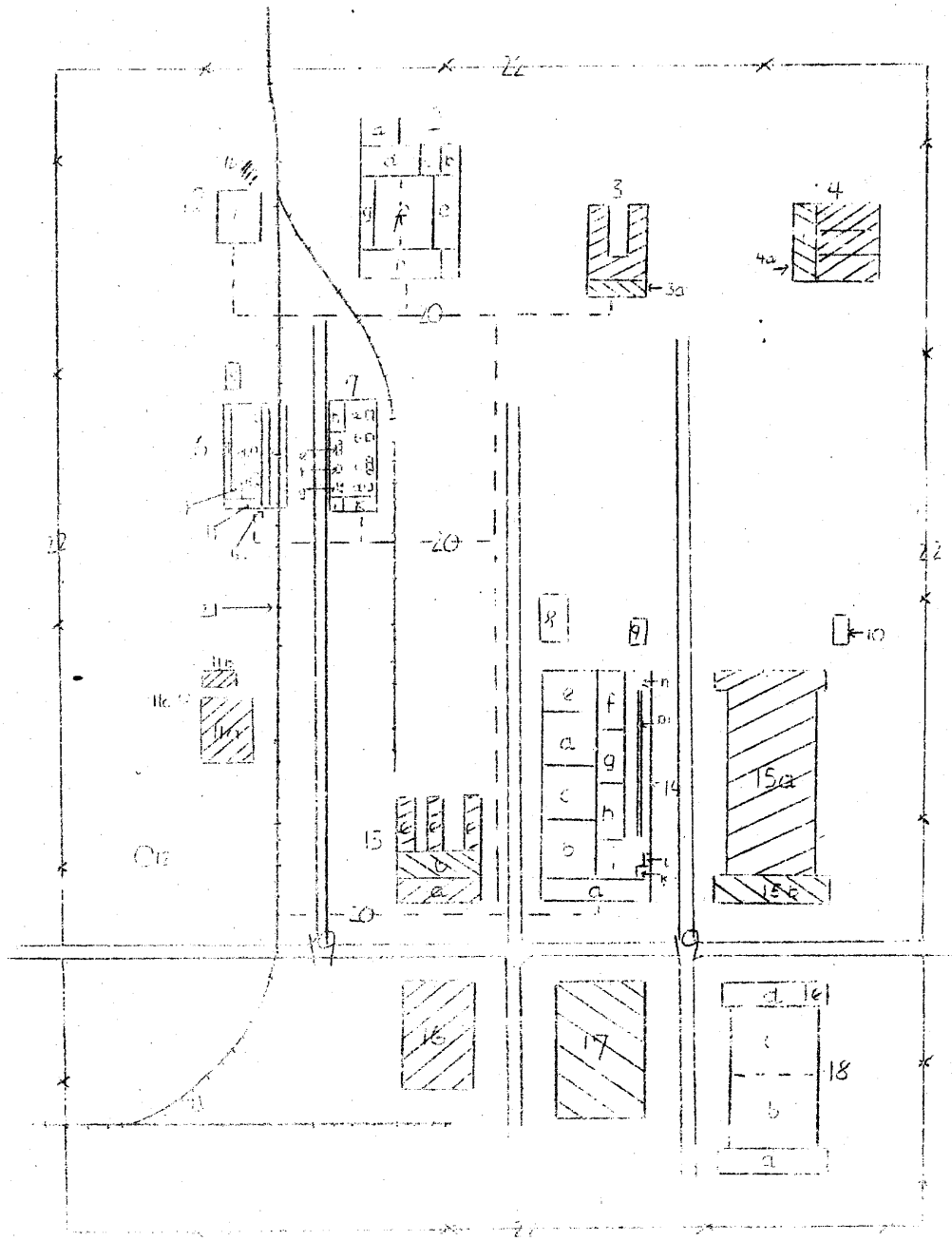
not to scale

Legend:

1. DAZ Automobile Plant.
2. Airfield.
3. Uzel railroad station.
4. Residential and industrial area.
5. Detour of streetcar line.

25X1

Layout Sketch of the DAZ Automobile Plant in Dnepropetrovsk



Legend: See next page.

1. Boiler house, equipped with 2 or 3 coal-fired, fire-tube boilers. These boilers supplied steam for heat and power to the production workshops.

   a. Brick smokestack, 60 meters high.

   b. Coal dump.

2. **Wood-working department** (DOZ), experimental department, and wheel department.

   a. Sawmill, equipped with 2 or 3 saw frames.

   b. Fire station with garage for 5 vehicles.

   c. Electric repair shop where switchboards were produced and repairs were made on electrical installations of the plant.

   d. Wood drying chambers. Wood-working machines were scheduled to be installed in this section.

   e. Technical **offices.**

   f. Experimental department, equipped with about 50 machine tools and 1 traveling cranes. Experiments were made with German, American, Italian, and French trucks and sedans in the eastern section of the department. The cars were disassembled and the component parts were measured, redesigned and reproduced if they appeared to be suitable. In the western section of the department, experimental work on the reproduction of US-made amphibious vehicles was done. Several models were available which were used for test runs.
25X1 [redacted] components of US-made Clark hoists, used for stacking wood, were also reproduced in this department.

   g. Truck and wheel spraying shop.

   h. Wheel department. The equipment of this department included a large rim press from the Autounion Plant, several small US-made and Soviet-made rim presses, 10 radial grinding machines, 15 radial drilling machines, 10 punching presses of 0.25 tons pressure, an 8-ton crane, and 2 or 3 annealing furnaces. There was a rubber assembly line for the transportation of components and suspended above this line was a chain conveyor (Kettenfliessband) used for the assembly of the wheels, and 6 small 15 kg revolving cranes.

   i. Pattern-making shop of the experimental department, equipped with 5 band saws, 5 high speed planing machines, 5 milling machines, 10 other wood-working machines, and 5 glue furnaces (Leimofen).

3. Transmission department. This building was still under construction in
25X1 early 1950. [redacted] it was to become a transmission department.

   a. Offices.

4. Rubber factory. The equipment was being installed in early 1950.
25X1 [redacted] the factory was to produce tires, rubber upholstery, and other rubber parts required for the construction of trucks. In early 1950, [redacted] tires were 25X1
vulcanized in this building.

   a. Offices.

5. Warehouse for the storage of roofing felt and wood. There was a garage for two trucks and an automobile repairshop.

6. Repair foundry.

a. Large concrete bunkers for the storage of pig iron, ore, and scrap.

b. Storage place for patterns and molding sand.

c. Two coke-fired smelting furnaces.

d. Transformer.

e. Two electric furnaces for steel and aluminum castings.

f. Hardening shop equipped with 3 or 4 annealing furnaces.

g. Cleaning shop for castings, equipped with several hand-operated pneumatic hammers, and grinding machines.

The foundry had a hand molding shop and a machine molding shop. Seven of the eight molding machines were out of operation most of the time. Therefore, most of the molding was done by hand. There was a conveyor belt for the mold castings. The foundry was also equipped with 2 cranes of 1.5 tons each and 2 cranes of 5 to 10 tons each.

h. Three-story office and mess hall building. It also housed a laboratory for the foundry. Cog-wheels, crane components, and parts for the construction of the plant were cast here.

7. Repair forge.

a. One large shears for cutting round and square iron.

b. One small oil-fired annealing furnace.

c. Three steam hammers.

d. One large oil-fired annealing furnace.

e. Three steam hammers.

f. One small oil-fired annealing furnace.

g. Two steam hammers.

h. Compressor installation, office for foremen, acceptance department, and storage place.

i. Two transformers.

k. Three-story office building.

Cog-wheels, shafts, bolts, motor vehicle axles, and crane component parts were processed in the forge.

8. Carpentry shop, equipped with 1 band saw, 1 straightening machine, 2 circular saws, 1 combined drilling and turning machine, and 3 planing machines. Wooden parts, including window frames for plant construction purposes, were produced here.

9. Offices of the construction management.

10. Filling station.

[redacted]

11. a. TEZ station. Half of this installation was scheduled to be completed by 1950. Four boilers were set up, and the installation of two turbines was under way. The station was scheduled to be equipped with four turbines. Three transformer compartments were set up in the northern section of the workshop. Eight transformers were to be installed in each of the compartments. The installation of the transformers started in November 1949.

b. Open air transformer station. It was in operation in late 1949.

c. Concrete smokestack, 60 meters high.

12. Water tower.

25X1 13. New forge. [redacted] this forge was called Osnovnaya Kuznitsa, meaning main forge. It was being equipped in early 1950 and was scheduled to be put into operation in the same year.

a. Administration annex, housing technical designing offices.

b. Forge with two foundations built for heavy hammers.

c. Drop forges Nos 1 and 2 with several foundations for medium and heavy hammers, and four overhead cranes.

25X1 14. Machine and assembly shop, called Tsekh-**shassi** (Chassis Department) [redacted] It was the oldest workshop building, and had been in operation since 1947. Small parts, such as bolts and screws, and also crane components, were produced here. Cranes were mounted on trucks which were supplied from outside plants.

a. Plant administration offices, a three-story structure.

b. Milling shop, equipped with a large number of milling and drilling machines.

c. Workshop for the construction of transmission for cranes.

d. Latheshop for the construction of crane axles and shafts.

e. Storage place for raw materials.

f. Machine shop equipped with several turning-and-boring mills.

g and h. Electric welding shops used for welding crane parts.

i. Pressing shop, equipped with two presses and one pair of iron shears. There was a storage place for iron sections and welded crane frames.

k. Tool shop.

l. Small repair lathe shop, equipped with 3 lathes.

m. Assembly line for the assembly of cranes on trucks.

n. Test stand for finished cranes.

15. Punching and pressing shop, allegedly used for processing components for car b [redacted] late 1949. Concreting of machine foundations was started in early 1950. Four large foundations for heavy presses had been built.

25X1 [redacted]

a. Proposed machine shop.

b. Administration building.

16. New building project. The foundations were completed in early 1950.
25X1 [redacted] the building will allegedly house a foundry.

17. New building project. The foundations were completed in early 1950.
25X1 An engine department was scheduled to be installed in this building.
[redacted]

18. Tool shop, called Iz'kho [redacted] Truck components for 25X1
plant requirements and for outside plants, as well as tools, were produced here.

a. Multiple-story structure. On the upper floors were offices, a kitchen, and apartments. Part of the tool shop was on the ground floor.

b. Machine shop and tool making shop.

c. This part of the workshop was not equipped as of early 1950.

d. Annex for offices, not equipped in early 1950.

e. Tower rising above the roof of the building.

19. Plant roads.

20. Underground steam, water, and power systems.

21. Railroad tracks.

22. Wall surrounding the plant.

The workshop buildings shaded in the sketch were not yet in operation as of May 1950.

25X1 *[redacted]